

AGENDA

TRANSPORTATION COMMISSION

Wednesday, June 22, 2011

Location: City Hall, 2263 Santa Clara Avenue, Third Floor, Council Chambers
 Time: 7:00 p.m.

1. Roll Call	7:00 PM
2. Approval of minutes for March 23, 2011	Discussion / Action (7:05 PM)
3. Oral Communications – Non-Agenized Items	Discussion (7:08 PM)
4. New Business	
4A. Presentation of Quarterly Report on Activities Related to Transportation Policies and Plans <i>Outcome: Commission to provide comments.</i>	Discussion (7:15 PM)
4B. Appeal of Public Works Director's Decision to Remove of Red Curb on San Jose Avenue at Jackson Park to Increase Parking <i>Outcome: Commission to conduct a public hearing and to make a decision on the appeal.</i>	Action (7:30 PM)
5. Staff Communications	Information (7:55 PM)
<ul style="list-style-type: none"> • Alameda County Transportation Commission Paratransit Advisory Planning Committee (PAPCO) Vacancy • New Paratransit Shuttle Routes • Guaranteed Ride Home Program Information • Fruitvale Bridge Seismic Retrofit • Status of Boards and Commissions Restructuring • Future Meeting Agenda Items 	
6. Announcements	Information (8:05 PM)
7. Adjournment	8:10 PM

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Transportation Commission Minutes

March 23, 2011

Kathy Moehring called the Transportation Commission to order at 7:04 p.m.

1. Roll Call

Roll was called and the following was recorded:

Members Present:

Philip Tribuzio
Thomas G. Bertken- late
Jesus Vargas
Kathy Moehring
Kirsten Zazo- absent (AUSD Spring break)

Staff Present:

Obaid Khan, Supervising Civil Engineer
Gail Payne, Transportation Coordinator
Daraja Wagner, Administrative Assistant

2. Minutes

Two revisions to the draft meeting minutes were requested:

- 1) To spell Straehlo correctly; and
- 2) To correct the bicycle parking annual expenditures to \$5,000.

Commissioner Jesus Vargas moved approval of the revised minutes for the February 26, 2011 meeting. *Commissioner Philip Tribuzio* seconded the motion. Motion passed 3-0.

3. Oral Communications – Non-Agenda

Commissioner Vargas cautioned everyone to drive safely in the rain.

4. New Business

4A. Presentation of Quarterly Report on Activities Related to Transpiration Policies and Plans.

Outcome: Commission to provide comments.

Staff Payne summarized the staff report.

Open public hearing.

Commissioner Moehring stated that the long-range transit plan update should be a work in progress. The plan will need to constantly evolve to fit the needs of the city. The plan needs to be flexible and a constantly evolving process.

Staff Khan responded that he agreed that this plan should be supported in phases. Alameda Point will grow in phases, and so will the transit plan. Maybe shuttle systems should be in place first, then the shuttles would transition to buses. It will be a growing transit system that grows with the development project. A Highway Safety Improvement Program grant was received for signal coordination on Park Street totaling \$964,000 with \$733,000 from the federal government and \$231,000 as the local match.

Close public hearing.

No action was taken.

4B. Alameda Countywide Transportation Plan Update / Transportation Expenditure Plan Development

Outcome: Commission members to complete the questionnaire.

Staff Khan summarized the staff report.

Commissioner Bertken asked if presentation was on the internet.

Staff Khan responded that he did not know why it was not on the Alameda CTC website and that he would look into it.

Staff Payne responded that she would send the document via e-mail in PDF format.

Staff Khan expressed that he did not want to place it in a public forum if they had not placed it on their own web site.

Commissioner Moehring responded that it would be great if they could have access to it.

Staff Khan asked if the commissioners could take the time to complete the surveys so that they could be submitted to the Alameda CTC. He stated that it would be greatly appreciated.

Staff Khan asked what specific projects and plans would the commissioners like to see be prioritized in the upcoming projects/plans.

Commissioner Bertken asked if there were any projects related to the ferry system.

Staff Khan responded that the ferry was under the Metropolitan Transportation Commission and that was out of the city's jurisdiction. He also stated that MTC is looking into it, but he did not know what projects they would be proposing. In terms of the discussion, the ferries were listed as one of the transit modes.

Commissioner Bertken asked if Measure B could support the ferries.

Staff Khan responded that the money for the ferries had been shifted to MTC.

Commissioner Vargas stated that it was good to see the pie chart with the percentages and questioned if there was any intent to find more capital for a lifeline project. *Vargas* also asked *Staff Khan* if he could recall if there were any projects that were put on the wish list from the city that were being considered but did not end up getting included.

Staff Khan responded that one project that was included in the current Measure B is the Broadway-Jackson project. He did not have more project information at this time yet will provide them with that information. Khan also stated that city sponsored projects like fixing the sidewalks and streetlights are being funded from Measure B. This program is funded based on the population of each jurisdiction. The county collects the sales tax, and then divides it up to each jurisdiction based on its population formula.

Commissioner Moehring asked that with the Webster Street SMART corridor being completed this summer, which means new stop lights being installed, did this project include streetscape improvements on Webster Street between Atlantic Avenue and Pacific Avenue?

Staff Khan responded that the CWTP/TEP projects need to be regionally significant and have regional support due to limited funding. They have applied for different streetscape types of funding, but not for Measure B.

Commissioner Tribuzio stated that the bike lane on Shoreline Drive and Westline Drive being put on the street would take up lots of room and make it difficult for parking and also would be hazardous for the drivers and to the bike riders. *Tribuzio* proposed expanding the existing bike path on the bayside property. The land belongs to the city or the state, and it can be made flat. This idea would get bikes off the street and would give people a walkway. *Commissioner Tribuzio* stated that he sees a lot of traffic and thinks it would be easier and cheaper to do this path concept.

Staff Khan responded that several issues were raised; one is bicyclists' needs in the street verses off the street, how to address the parking and circulation, and also the park area and connecting that system. In terms of bicyclist needs, the corridor provides beautiful views. One of the things in the long-term plan is to enhance the path in which *Commissioner Tribuzio* was referring to but

it is actually a very expensive project. All the street light fixtures will have to be fixed and drainage is also a big issue. This project gets very expensive, but the City may apply for it under Measure B because it does go over \$5 million. In terms of *Commissioner Tribuzio's* question of why reduce the lanes, it does make it better for bicyclists because they now have a defined path of travel, and it will also take into account the opening of car doors. This project also will help open up parking. The travel lanes will be reduced to two instead of four, and will create parking lanes with bike lanes. Then bicyclists will have a separate track. Right now, bicyclists are running into pedestrians because the path is not very wide. We are also very limited with land because we cannot just go and ask the state to give us the land. It will be a lot of coordination with the East Bay Regional Park District to see what they can do as well as what we can do. It is in the process but nothing can be assured until funding is given.

Commissioner Tribuzio asked if they were going to put in a bike lane and take the parking off of Westline Drive.

Staff Khan responded that the travel lane would be taken out making the street more pedestrian and bicycle friendly. It is also very important to look at transit, and to see how buses are able to stop. So this project also would make it better for transit on Shoreline Drive.

Commissioner Tribuzio stated that the only way for him to leave out of his residence is to drive out onto Westline Drive, and if it was reduced down to two lanes that he would be affected.

Staff Khan responded that they would work with the community and it is required by state law under CEQA that all impacts need to be documented.

Commissioner Moehring asked if *Staff Khan* had any desire to get the questions out to more people?

Staff Khan responded that people should go to the Alameda CTC website, and also stated that the meeting was a public meeting and hopes that people who are watching at home will log onto the website. *Staff Khan* also suggested to e-blast the Transportation Commission email list about the website and how to provide comments.

Commissioner Vargas asked if it would be any benefit to send the surveys to some of the schools and get their input?

Staff Khan stated that follow up could be done with *Commissioner Zazo* to get that information.

Commissioner Vargas stated that he had three concepts to share about all of the projects. One is an electric car charging station. As vehicles become more electric friendly that is something that will be compatible with land uses. Secondly, to look for funding on removal of the railroad tracks that are in the city. Lastly, working with the transit orientated development theme, develop a transit terminal that has housing and employment whether for the buses or ferry. It's a good start with some density to get the ball rolling to start exploring compatibilities with AB32 and SP375.

Staff Khan responded that one bill aims to reduce greenhouse gases and the other states how to do it and has specific targets that we would have to meet as a state. In terms of the projects proposed by *Commissioner Vargas*, *Staff Khan* stated that in terms of the electric car charging stations, that is something that is on the land use side and we are looking at the transportation side for moving people. However, he does not take the suggestion lightly and thinks that it is a good suggestion. It is being looked at by staff as a sustainable infrastructure. In regards to the railroad tracks, there are some legal issues and the City is working on it. In terms of the TOD, you have to be in a PDA, which are areas defined by MTC. Alameda Landing and Alameda Point are the PDAs in the City, so money will be attracted to those areas. The transit center idea also will be part of the application.

Close public hearing.

No action was taken.

5. Staff Communications

Updated AC Transit Announcements for Potential June and September 2011 Transit Service Changes.

Staff Payne stated that the minor changes to be made in March have been postponed until June 2011 and that cuts are expected to take place in September 2011. *Staff Payne* will continue to update the TC.

Future Meeting Agenda Items

Staff Payne stated that future meeting agenda items for the April meeting look to be as follows:

TSM/TDM preliminary measures
AC Transit service cuts/changes

6. Announcements

Commissioner Bertken apologized for being late.

7. Adjournment

8:09 PM

TRANSPORTATION COMMISSION

June 22, 2011

Item 4A

Quarterly Report on Activities Related to Transportation Policies and Plans

BACKGROUND

Alameda Municipal Code (AMC) Section 2-8.1 states that the Transportation Commission “shall monitor, via quarterly staff reports, implementation of approved transportation plans and policies.” This report provides an update regarding activities during the quarter of April through June 2011.

DISCUSSION

The table below lists various work tasks completed or being worked on by staff relating to Transportation Plans from April through June 2011.

Plans	Recent/Upcoming Activities
Updated Bicycle Master Plan	The City Council approved the Bicycle Plan Update on Tuesday, November 16, 2010. Public Works Department staff is in the process of finalizing the draft bicycle design guidelines. The Public Works Department installed bike route signs on all existing bike routes in the City using Transportation Development Act monies, and is in the process of installing 20 bicycle racks throughout the City using Measure B Bicycle/Pedestrian monies and initiating the Estuary Crossing Shuttle. The shuttle will travel between the Cities of Alameda and Oakland stopping at the College of Alameda and Lake Merritt BART (near Laney College). The targeted shuttle users are bicyclists and students, faculty and staff from the College of Alameda and Laney College as well as the general public. The City plans to start the shuttle service in the late summer. The shuttle service is funded for one year by the Air District’s Transportation Fund for Clean Air Regional Fund in the amount of \$194,000 and a local match of \$21,000.
Long-Range Transit Plan Update	Staff continues to work on the Federally Funded Alameda Point Transit and Access Plan and Implementation of the Shuttle Service Improvements project. During the last quarter, staff worked on public and agency coordination. On May 19, a public workshop was held at the Mastick Senior Center on the transportation issues associated with Alameda Point redevelopment. Staff also held meetings with AC Transit and the City of Oakland on refining the transit service alignments in the Oakland area. Staff will continue to seek funding to update the City’s Long Range Transit Plan.
TSM/TDM Plan	The Public Works Department in association with its consultant – Dowling Associates – is in the process of determining recommended TSM/TDM measures that reduce the amount of commute travel by single-occupant autos. The TSM/TDM measures are being assessed by their potential effectiveness in reducing single-occupant auto use for commute trips based on specific needs of Alameda businesses, residents and employees.

Plans	Recent/Upcoming Activities
Pedestrian Plan	The Transportation Commission reviewed the Draft Pedestrian Design Guidelines on August 25, 2010. Since that meeting, staff has received additional comments and is finalizing the guidelines as necessary. The guidelines will be incorporated into the Public Works Department design procedures. The Estuary Crossing Shuttle discussed above is a project in the Pedestrian Plan, and will enhance pedestrian access for the west end of Alameda.

BUDGET CONSIDERATIONS/FISCAL IMPACT

The City Council has approved the funding required for the above activities.

RECOMMENDATION

This item is for discussion purposes only.

TRANSPORTATION COMMISSION

June 22, 2011

Item 4B

Action

Resident Appeal of Public Works Director Decision to Remove Red Curb on San Jose Avenue and Park Avenue to Install On-Street Parking Spaces

BACKGROUND

Public Works Department staff received various concerns regarding proliferation of unauthorized red curbs (No Parking) on Park Avenue near San Jose Avenue. While performing the field review for these red curbs, staff noticed the extensive red curbs on the north side and south side of San Jose Avenue between Park Avenue East and Park Avenue West (see Exhibit 1 – Vicinity Map). Staff reviewed those red curbs and determined that there is not a need for the red curbs for intersection visibility or traffic circulation in the area.

On March 2, 2011, staff sent out the first notice (Exhibit 2) proposing to remove portions of the red curbs in order to provide six additional on-street parking spaces on San Jose Avenue. In addition, staff also proposed to remove the un-authorized red curb at the existing on-street parking space on Park Avenue West and remove the red curb at the northbound approach of Park Avenue East to provide an additional on-street parking space.

Staff received support from three residents and opposition from one resident (the appellant) in response to staff's notice. Two of the residents in support simply stated their support (without detail) and the other stated that "staff's proposal was much needed due to the increased need for parking in the area."

On March 31, 2011, staff sent out a second notice (Exhibit 3) reiterating our proposal and explaining how to appeal the Public Works Director's decision. On April 11, 2011, Karen Larsen submitted a Petition for Appeal (Exhibit 4) objecting to the proposed changes to San Jose Avenue with the following basis of appeal:

"Parking is already available in sufficient quantity. Adding these spaces will increase the number of accidents which are already unacceptable for a residential neighborhood."

DISCUSSION/ANALYSIS

Park Avenue East and Park Avenue West function as a one-way street couplet between the north end of Jackson Park (Encinal Avenue, State Route 61) and the south end of Jackson Park, which is south of San Jose Avenue. Park Avenue East is designated for northbound travel; and Park Avenue West is designated for southbound travel. Both streets are 30 feet wide, with curb and sidewalks, and stop control at San Jose Avenue.

San Jose Avenue intersects Park Avenue East and Park Avenue West and bisects Jackson Park. San Jose Avenue is a two-way, east-west oriented street. It has curb and sidewalk.

The curbs along San Jose Avenue between Park Avenue East and Park Avenue West are laterally set back (Exhibit 1) creating additional area that could be used for parking. Due to this setback, the width of San Jose Avenue varies from 42 feet to 54 feet.

There is approximately 95 feet of red curb on the north side of San Jose Avenue, and approximately 96 feet of red curb on the south side of San Jose Avenue. Engineering analysis, a historical review, and discussions with Alameda Recreation and Parks Department and Alameda Police Department determined no operational need for red curb at this location.

Staff conducted an intersection visibility review and found that there is sufficient visibility at this location to accommodate the proposed parking. Upon reviewing the possibility of additional on-street parking spaces in the area, staff determined that adequate visibility could be maintained if a portion of red curb was kept at the corners of the approach. The setback of the curb helps to deflect parked vehicles away from the vehicular travel path, which further increases the motorist's visibility at the intersections.

Basis for Appeal #1: "Parking is already available in sufficient quantity."

Staff has received numerous concerns from residents regarding the high parking demand in the Jackson Park neighborhood, such as the letter shown in Exhibit 6. In addition, one of the comments in support of staff's proposal states that "staff's proposal was much needed due to the increased need for parking in the area."

Basis for Appeal #2: "Adding these spaces will increase the number of accidents which are already unacceptable for a residential neighborhood."

In the last three years, there has been an average of two collisions per year. None of these collisions are related to the changes that are proposed by staff. To further improve traffic circulation and to address appellant concerns, staff proposes to install a centerline on San Jose Avenue from 50 feet east of Park Avenue East to 50 feet west of Park Avenue West (Exhibit 5). Staff also noticed some vegetation that is encroaching into the sidewalk area on the southeast corner of San Jose Avenue and Park Avenue East. Trimming of this vegetation may further improve the visibility of the Park Avenue approach. Since the landscaping is located on private property, staff will work with the property owner to address this concern.

Conclusion

Staff has reviewed the history, visibility, and collisions at the intersection of San Jose Avenue and Park Avenues. Based on this review and to provide the neighborhood with additional on-street parking while maintaining adequate intersection visibility, staff proposes to remove portions of red curb, as outlined in Exhibit 2, to provide six additional on-street parking spaces. Staff also recommends the installation of centerlines on San Jose Avenue and the trimming of vegetation on the southeast corner in order to improve the visibility of the northbound movement.

BUDGET CONSIDERATIONS/FISCAL IMPACT

No impact. The costs for these modifications are programmed in the on-going maintenance budget for maintenance activities.

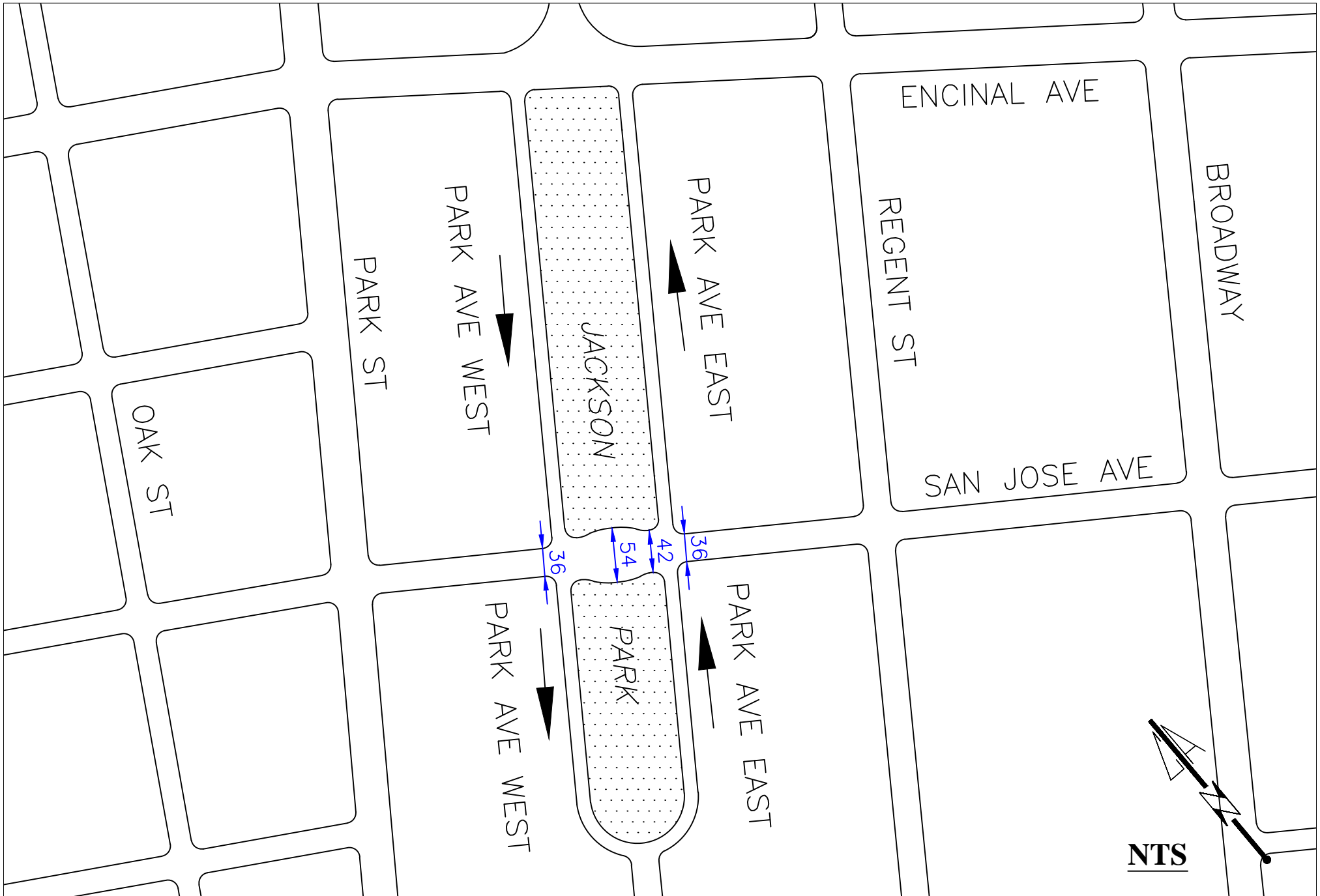
RECOMMENDATION

Staff recommends that the Transportation Commission uphold the decision of the Public Works Director to remove portions of red curb on San Jose Avenue in order to provide six addition on-street parking spaces with additional request to add centerline striping and trimming of vegetation.

Exhibits:

- 1: Vicinity Map
- 2: First Notice
- 3: Second Notice
- 4: Petition for Appeal
- 5: Proposal for Centerline Striping
- 6: Letter

EXHIBIT 1 - VICINITY MAP



City of Alameda • California



March 2, 2011

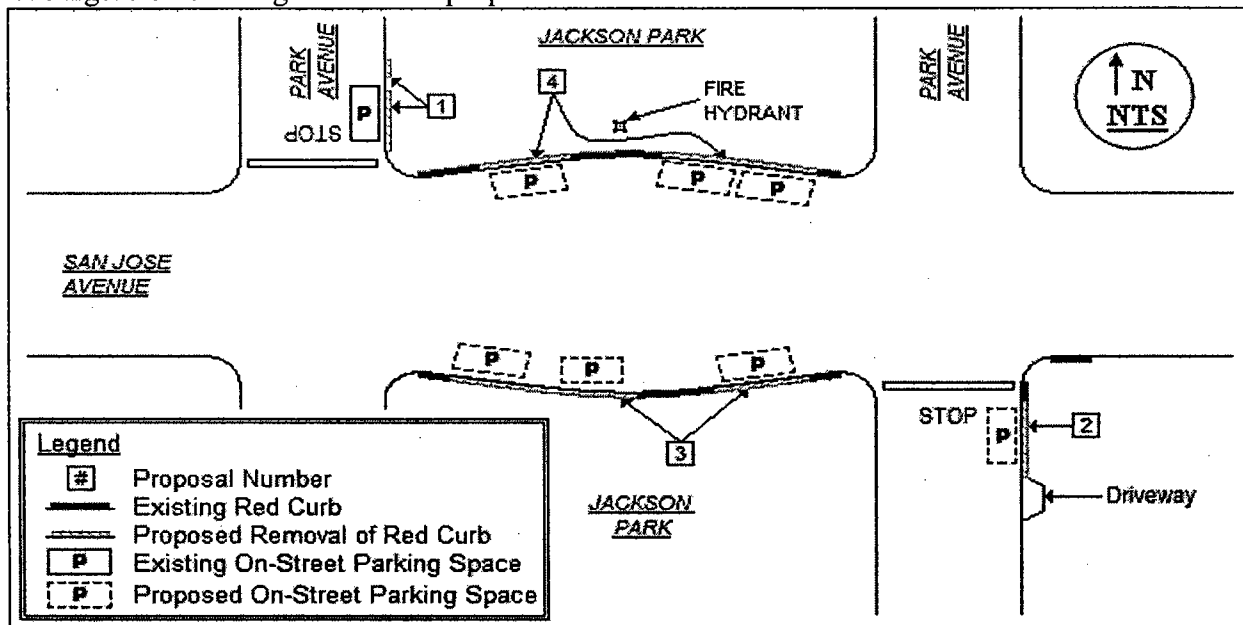
Dear Alameda Resident or Property Owner:

There are proposed changes in your neighborhood that you may want to be aware of as a resident or property owner. The proposed changes involve additions to the on-street parking at the intersection of San Jose Avenue and Park Avenue.

The City of Alameda Public Works Department received a concern regarding red curbs at this intersection. Staff has reviewed the intersection and is proposing to:

1. Remove the red curbs on the eastside of the southbound Park Avenue approach – the red curbs conflict with the existing parking T's.
2. Remove red curb on the eastside of the northbound Park Avenue approach to provide one (1) additional on-street parking space
3. Remove sections of red curb on the southside of San Jose Avenue between the Park Avenues to provide three (3) additional on-street parking spaces
4. Remove sections of red curb on the northside of San Jose Avenue between the Park Avenues to provide three (3) additional on-street parking spaces

The figure below diagrams staff's proposal.



Please send in your comments (whether they are in support or opposition) by March 16, 2011 to:

Alan Ta
City of Alameda, Public Works Department
950 West Mall Square, Room 110
Alameda, California 94501

Public Works Department
950 West Mall Square, Room 110
Alameda, California 94501-7575
510.749.5840 • Fax 510.749.5867 • TDD 510.522.7538

Your comments will be taken into consideration prior to a final decision. Once a final decision has been determined, staff will send out another notice stating our decision as well as information on how to appeal our decision. If you have any questions, please feel free to contact Alan Ta at (510) 749-5840.

Sincerely,

Matthew T. Naclerio
Public Works Director

A handwritten signature in black ink, appearing to read 'AT', enclosed within a hand-drawn oval.

Alan Ta
Junior Engineer

AT:jn



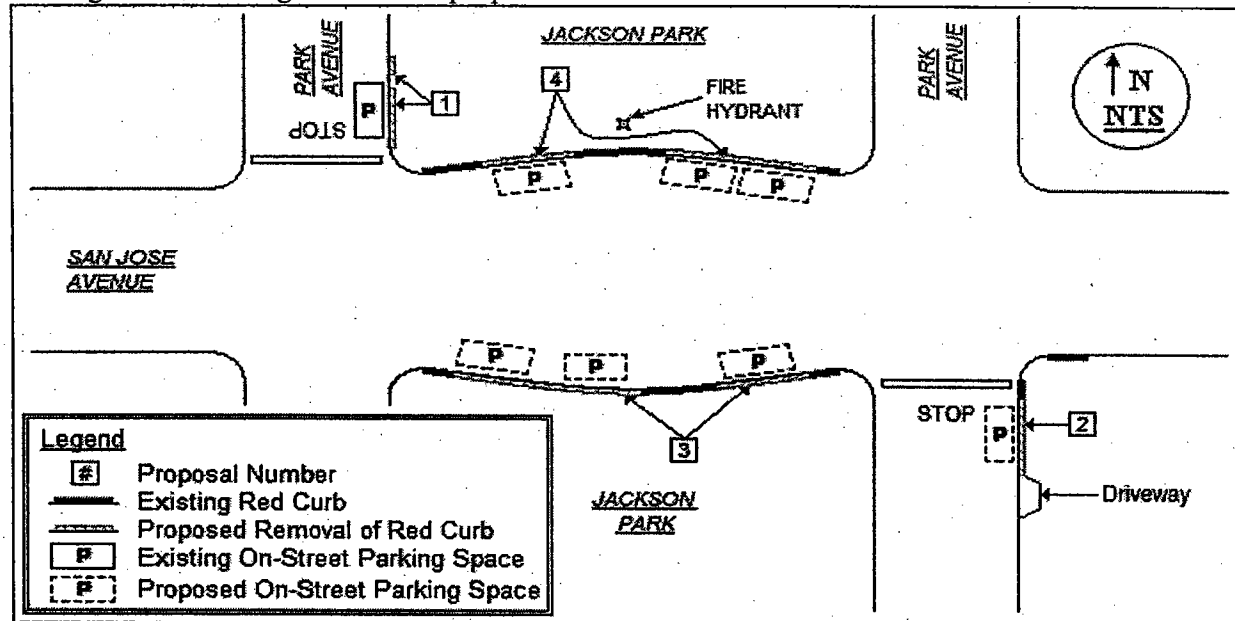
March 31, 2011

Dear Alameda Resident or Property Owner:

There are proposed changes in your neighborhood that you may want to be aware of as a resident or property owner. Staff is proposing to:

1. Remove the red curbs on the eastside of the southbound Park Avenue approach – the red curbs conflict with the existing parking T's.
2. Remove red curb on the eastside of the northbound Park Avenue approach to provide one (1) additional on-street parking space
3. Remove sections of red curb on the southside of San Jose Avenue between the Park Avenues to provide three (3) additional on-street parking spaces
4. Remove sections of red curb on the northside of San Jose Avenue between the Park Avenues to provide three (3) additional on-street parking spaces

The figure below diagrams staff's proposal.



Any interested person may appeal this decision of the Public Works Director by obtaining an appeal form from the Public Works Department or filing a letter with the Public Works Department. The appeal shall specifically state the basis of the appeal and provide facts supporting the basis. The appellant shall submit the appeal with a \$100 non-refundable appeal fee to the Public Works Department by no later than April 11, 2011, at 5:00 p.m. Appeals will be heard by the Transportation Commission no later than the third regularly scheduled Transportation Commission meeting following the submittal date of the appeal.

If you have any questions, please feel free to call Alan Ta at (510) 749-5840.

Sincerely,

Matthew T. Naclerio
Public Works Director

A handwritten signature in black ink, appearing to read 'M. Naclerio', enclosed within a hand-drawn oval.

Alan Ta
Junior Engineer

AT:jn

PETITION FOR APPEAL

TO: CITY OF ALAMEDA
Public Works Department
City Hall West
950 W. Mall Square, Room 110
Alameda CA 94501

Date: 4/11/11

This petition is hereby filed as an appeal of the decision of the:

☐ Transportation Commission

☐ Public Works Director

which:

☐ Approved

☐ Denied

☐ Other _____
(Specify)

List action: Adding PARKING AT SAN JOSE AND PARK
AVENUE

at SAN JOSE & PARK AVE On 3/31/2011
(Street Address or Intersection) (Date)

The basis of the appeal is PARKING IS ALREADY
AVAILABLE IN SUFFICIENT QUANTITY. Adding
these spaces will INCREASE THE NUMBER OF
ACCIDENTS WHICH ARE ALREADY UNACCEPTABLE FOR A
(If more space is needed, please continue on the reverse side or attach additional sheets.)
RESIDENTIAL NEIGHBORHOOD
KAREN LARSEN

(Name)

1206 PARK AVE.
(Address)

ALAMEDA
(City/State/Zip)

(510) 5928-8519 cell
(Telephone - Work)

(510) 522-2474
(Telephone - Home)

(For Office Use Only)

Date Received 4/11/11 1:36 PM

Received By: Alan Ta

Check: X Cash: _____

Receipt No.: 627449
G:\pubworks\pwadmin\GAIL\formbook\appeal - matt.doc

Check Number: 1472

EXHIBIT 5 - NEW PROPOSAL

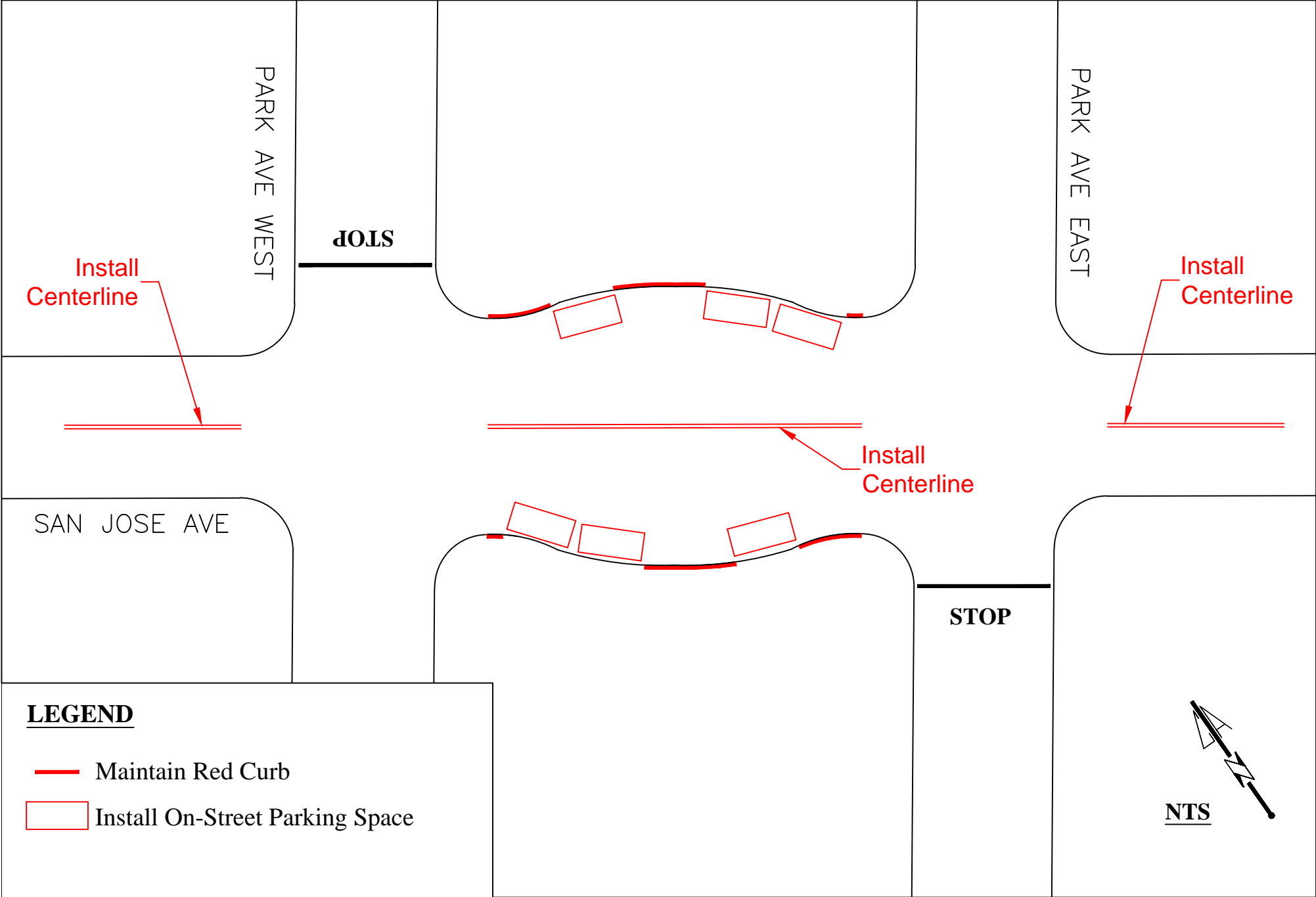


EXHIBIT 6

**Bobbie V. Centuri3n
1201 Park Avenue
Alameda, CA 94501
(510) 865-9945**

June 10, 2011

Transportation Commission
City Hall
2263 Santa Clara Avenue
Alameda, CA 94501

Subject: Transportation Commission Meeting
Wednesday, **June 22, 2011**

Reference: Proposal to provide six additional
**Parking spaces at
San Jose Avenue at Park Avenue**

Members of the Transportation Commission,

I have lived at 1201 Park Avenue at the north west corner of San Jose and Park Avenues for 21 years. During this time I have had a very clear vantage point from both my living room windows and also my front garden to observe the flow of traffic, especially how vehicles approach the stop sign in front of my house.

Every day I watch as cars roll through the stop sign without a full stop. I also sometimes observe vehicles drive through the stop sign as if it were not there. I am convinced that this is the reason that we experience regular collisions in the San Jose/Park Ave. area. I often see cars drive at excessive speeds up and down San Jose Avenue.

We have an increasing need for parking in our area because of people parking their cars while using ride sharing or buses. Also, many frequenting businesses on Park St. (the laundry mat, the gym, Big O Tires, etc.) use our streets to park.

I am honestly convinced that enforcement of the stop sign law, the speed limit, and keeping the park trees on the corners well trimmed will help mitigate our problem with frequent auto collisions. Since receiving communication from the Public Works Dept. in March about this subject, we have had two collisions. At the time of these collisions, there were no cars parked in the east/west direction on San Jose Avenue, and the cars parked in the north/south direction on Park Avenue at the end of the streets were small cars and/or cars not parked up to the front line allowing for plenty of visibility.

I am unable to attend the meeting on June 22nd but for the reasons mentioned above, I urge you to move forward with plans to increase parking spaces in the San Jose/Park Ave. area. Possibly a compromise could be studied to increase parking by four spaces instead of six on San Jose Avenue, while returning the two spaces to us on Park Ave.

Thank you for considering my thoughts on this matter.

Sincerely,

A handwritten signature in cursive script that reads "Bobbie V. Centurión". The signature is written in dark ink and is positioned above the printed name.

Bobbie V. Centurión